

approach the longevity of those in the country, then can no man have a more urgent call to promote to his utmost all sanitary measures than is afforded by the condition of Hull, now, and for years past. Suppose it possible, for instance, to place Hull on a level with Beverley in point of mortality. Why, they who could effect this would effect a saving in the lives of the inhabitants of Hull to the number of 600 or 700 a year! Yes. If it be possible, by civil regulations, to improve the health of Hull till it reaches the level of Beverley, then the neglect of such regulations has caused the sacrifice of six thousand lives in this town alone during the last ten years!"

And that this is positively the fact, and a fact which applies with even more startling force to other towns, no one can deny with truth.

#### SCREW PROPELLORS.

At the Institution of Civil Engineers, on the 18th, "An account of the *Sarah Sands*, and other iron vessels, with direct acting auxiliary engines and screw propellers," by Mr. John Grantham, was read. The object of the paper was to show that a propeller might be constructed of such dimensions that the number of revolutions it would require to make, in order to obtain a high velocity, would not much exceed that of the ordinary paddle-wheel, and that hence the usual marine condensing engine might be applied direct to the propeller-shaft, without the intervention of a secondary motion. It appeared from the statements in the paper that this opinion was found to be correct, and that Woodcroft's expanding pitch screw propeller was the best form that had hitherto been employed. In a paper read to the Institution upwards of three years since, Mr. Grantham gave his views on this subject, and several vessels had been since built, the results of the trials of which were communicated to the meeting. The principal of these were the *Emerald* and *Diamond*, three-masted schooners, of 300 tons and sixty-horse power; the *Nautilus*, of the same dimensions; the *Antelope*, of 600 tons and 100-horse power; and the *Sarah Sands*, of 1,000 tons and 180-horse power. Drawings of these vessels were exhibited to the meeting. The capabilities and performance of these vessels were described in the paper, but particular notice was taken of the last-named vessel, which had performed a most successful voyage to New York during bad weather and adverse winds. The passages made by the ordinary New York liners, which were not at the same time, were very long, averaging forty days each; and the Boston and Liverpool steamers were much longer than usual on their passage. The *Sarah Sands* used her steam about seventeen days, and sailed the remainder, making her voyage in twenty days ten hours. On her arrival she had about enough fuel remaining for four days steaming. The paper did not enter minutely into particulars of the screw itself, as it was considered that too much attention had been given to that branch of the subject, to the exclusion of the consideration of the plans for working it, which, after all, had been the stumbling block to the general adoption of the system. It was necessary with the screw, the theory of which, as a propeller, was so little understood, to proceed with experiments perseveringly in one direction, as variations in the results were frequently attributed to causes which really did not exist. After the paper was read, Mr. Grantham added some facts which he had recently gathered, and which confirmed what had been stated. The *Diamond* had lately made a very rapid passage to Madeira, deeply laden, but during the whole passage the engines maintained a very moderate speed, and quite removed the impression that, under such circumstances, they would run too fast from their being connected directly to the screw. An account of the last successful voyage onwards of the *Sarah Sands* was also given, and it appeared that, in spite of most severe gales, which had driven back almost all other vessels, her passage had been made in a satisfactory manner.

**THE LATE MR. COLLINS, R.A.**—Christie and Mason will sell the sketches of this excellent artist on Monday next. The sale comprises nearly every thing that he did in water-colours, and merits attention.

#### EXHIBITION OF THE ADELAIDE INSTITUTE.

THE simultaneous opening of this and the Free Exhibition at the Egyptian Hall shows that artists feel the want of more room for the display of the works of the year. The Committee of the Adelaide Institute say in their preface:—

"Considering that during the last forty years about fifty new artists have annually offered themselves to the notice of the public, while not five established favourites have been in each year lost to the artist world, and that during those forty years scarcely any space, excepting the galleries in Suffolk-street and Pall Mall, has been added to that originally provided for the Royal Academy, several gentlemen, anxious to afford increased facilities to artists, and with an entirely disinterested view, have formed the Royal Adelaide Institute."

The want is not to be questioned, and the disinterested views of the committee we can readily admit and praise; but the statement put forth, to the effect that it was to be regarded as a refuge for the rejected, with other concurrent circumstances, has militated greatly against its success. Amongst the 250 works, of which the exhibition consists, there are many pictures by young or unknown artists of very considerable promise; but this is all we feel justified in saying.

The gallery is fitted up very nicely, and offers ample accommodation for a much larger collection.

#### CENTRAL STATION AT NEWCASTLE.

THE railway-station about to be erected in Newcastle-on-Tyne is to be of the Roman Doric, and according to a correspondent of the *Newcastle Guardian*, the architect, Mr. Dobson, seems to have adopted the general proportions of the antique example at Albano, near Rome, and modified it to his purpose. The structure is composed of three general masses, comprising a grand central portico or vestibule, 180 feet by 68, and 55 feet high internally (forming a direct communication to the railway platform, and under which passengers may be discharged from carriages, omnibuses, and other vehicles, under cover), and two terminating masses, connected by arcades, in length 190 feet each, which form the principal entrances for omnibuses, &c., forming a total external length of 584 feet, which, with the clock tower and contemplated hotel in connection with the station, will form a line of building 770 feet long; the external heights of which will be as follow, viz., the central mass, 62 feet; the terminating masses, 59 feet; and the clock tower carried to an altitude of 90 feet from the ground. The building, as a whole, is formed by an elongated parallelogram, the monotonous line of which is broken by the projecting portico, and masses at the termination of the structure, which, together with the portico, are relieved by 38 detached columns, 30 feet high. The intervening spaces are filled up with twenty-four columns, attached to the walls, producing a variety in the work.

The writer says in his notice:—"It is a lamentable fact that, from the death of Vanbrugh to the close of the reign of Geo. IV., no buildings were erected safely laying claim to perfection, as an inspection of the works of Gibbs, Chambers, Nash, James Wyatt, Wyattville, and Soane, will sufficiently illustrate; for, if we traverse, with a critical eye, the unharmonious productions of Gibbs, the feeble conceptions of Chambers, the abominations of Wyatt, the contemptible structures of Nash, the eccentricities of Soane, and the conglomerated mixtures of Wyattville, we find nothing worthy of the true genius of architecture. Let us hope, however, that within the last ten years we distinguish the dawning of a brighter era on the gloomy architectural horizon of this country, and that works may be eventually completed, laying claim to an immortality of fame, which may serve as future models, and that may call forth not only the praises of the connoisseur, but also the applause of the multitude."

A model of the new station has been made by Mr. Robson, of that town, and is being exhibited there.

#### WESTMINSTER COURT OF SEWERS.

A GENERAL Court of the Commissioners of Sewers was held on Friday last. The solicitor to the court reported, that Lord Morpeth had intimated that it was not the intention of the Government to interfere with the bill introduced into the House of Commons for conferring additional powers upon this commission. The bill had, therefore, been read a second time, and referred to a select committee.

**Award of Official Referees as to Sewers.**—The clerk (Mr. Hertaleit), laid before the court documents from the Metropolitan Buildings Office, in reference to certain houses erected in the Fulham-road, near to Stamford-bridge, built by Mr. Manning, in which a question had arisen as to the necessity of draining the same into the common sewer in the Fulham-road. The following is the award: "That there is a common sewer within 100 feet of each of the four houses in question, viz., the four houses on the east side of Waterford-road, and that it is a common sewer into which it is lawful and practicable to drain, and that therefore it is contrary to the Act to drain the said four houses into any other outlet than the said common sewer. And we do hereby direct the said Joseph Manning to construct drains in the manner required by the said Act from such four houses to the said common sewer."

A long discussion ensued upon this subject, in which several commissioners took part, and as a new bill was in progress through the House of Commons, it was suggested that Lord Morpeth should be invited to embody some alterations upon the subject in the same.

**Arching over the King's Scholars' Pond Sewer. Tenders for Works.**—The court then proceeded to open the tenders for arching over 1,190 feet of the King's Scholars' Pond Sewer, which work is to be done at the joint expense of this court and the Westminster Improvement Commissioners. The tenders delivered in were as follow:—

W. Crawshaw .....	£2,223	7	6
W. Dethick .....	2,059	0	0
Seaton and Co. ....	1,928	12	0
H. Perkins .....	1,768	0	0
J. Hill and Sons .....	1,758	0	0
Humphreys and Thurst ..	1,660	0	0
J. Youmans .....	1,647	0	0

After discussion it was carried unanimously, that Mr. Yennans do have the contract.

The court then confirmed a former order for works to the amount of 500*l.*, for increased accommodation in the surveyor's department of this office, Mr. Harrison volunteering to give any assistance in his power during the progress of the works.

A small new sewer was ordered to be made in South-terrace, Brompton.

**The proposed New Sewer in the Fulham-road.**—The court then proceeded to consider as to the course to be pursued in consequence of James Hobbs not proceeding with the works in the Fulham-road, for which he received the contract some time ago.

The brother of the contractor appeared, and stated that the reason why the work had not been proceeded with was, that Mr. Hobbs believed that some person opposed to his contract had been instrumental in preventing his obtaining the bricks that were required. He expected to receive credit for them, and failing to do so, he was authorized to state, his brother wished to abandon the contract.

A desultory conversation ensued as to the course to be adopted, it being suggested that the work might be given to the next lowest contractors (Messrs. Humphreys and Thurst), and on the other hand, that all parties should be permitted to send in fresh tenders for the same.

Mr. Hawkes said he wished to rescind the order for the work being done at all, and he saw no necessity for it whatever. Mr. Harrison thought they ought to go on with the work, as he was opposed to the upsetting of the decisions of former courts by any subsequent proceedings.

The solicitor said, it was his opinion that three days' notice in writing was necessary to be given to Mr. Hobbs to proceed. This was agreed to; and it was also ordered that, in the event of his not doing so, at the next court